



The publication of this issue commenced at 6.30 p.m.

## The China Mail.

HONGKONG, FRIDAY, AUGUST 18, 1893.

## TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL".]

(Via Southern Line.)

## CHOLERA.

LONDON, August 17, 1893.

Cholera is spreading alarmingly in Austria and Galicia.

## EXTREME HEAT IN EUROPE.

The heat in Great Britain and the Continent is intense.

## RUSSIAN RESTRICTIONS ON SILVER.

An Imperial ukase has been promulgated closing the Russian Mints to the coining of silver, and forbidding the importation of all foreign silver coins.

## General Memoranda.

SUNDAY, AUGUST 20.—

6.30 p.m.—*Kwang-Hai* leaves for Canton. Goods per *Genfrain* undelivered after this date subject to rent.

MONDAY, AUGUST 21.—

9 a.m.—Opening of the High School.

3 p.m.—Meeting of Shareholders of The Hongkong &amp; Whampoa Dock Co., Ltd., in the Company's Offices.

3.30 p.m.—Meeting of Shareholders of Dakin, Cruickshank &amp; Co., Ltd., at Hongkong Hotel.

Goods per *Chelydra* undelivered after Noon landed.

TUESDAY, AUGUST 22.—

Dividend Warrants of China Sugar Refining Co., Ltd., payable.

## EXCHANGE.

HONGKONG, AUGUST 18.

On London—

Bank, Wire, ... ... ... ... 2/5

" On demand, ... ... ... ... 2/5

" 30 days sight, ... ... ... ... 2/5

" 4 months sight, ... ... ... ... 2/5

Credits, 4 months, ... ... ... ... 2/5

On Paris—

Bank, ... ... ... ... 3.00

Credits, 4 months, ... ... ... ... 3.16

On Berlin—

Bank, ... ... ... ... 2.49

On New York—

Bank, ... ... ... ... 60

Credits, 60 days' sight, ... ... ... ... 61

On Bombay—

Bank, ... ... ... ... 194

On demand, ... ... ... ... 194

On Calcutta—

Bank, ... ... ... ... 194

On demand, ... ... ... ... 194

On Shanghai—

Bank, ... ... ... ... 72

On demand, ... ... ... ... 72

30 days' sight, private paper, ... ... ... ... 72

Gold Leaf, 100 lbs (per tdt) ... ... ... ... 41.00

Sovereign (Bank's buying rate) ... ... ... ... 8.05

MAILS BY THE FRENCH PACKET.—

The German Contract Packet *Oldenburg* will be despatched on MONDAY, the 21st Instant, with Mails for the United Kingdom, Europe and countries beyond, via *Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry ceases at 1.45 p.m.

The mail closes at 2.00 p.m. Late letters post 2.30 p.m. with 10 cents extra postage.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Salamis* will be despatched on WEDNESDAY, the 23rd Instant, with Mails for the United Kingdom, Europe and countries beyond, via *Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

The usual hours will be observed in closing the Mails, &amp;c.

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *Perry* will be despatched on SATURDAY, the 26th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

0.15 p.m. Registry ceases.

0.30 p.m. Post Office closes, but Correspondence may be posted on board the Packet, with *late fee* of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Kearney* will be despatched on THURSDAY, the 31st Instant, with Mails for the United Kingdom, Europe, and countries beyond, via *Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, &c., &c.

The usual hours will be observed in closing the Mails, &amp;c.

MAILS BY THE CANADIAN PACIFIC RAILWAY'S PACKET.—

The British Contract Packet *Empress of India* will be despatched on WEDNESDAY, the 6th September, with Mails for Shanghai, Japan, Canada, the United States of America, and countries beyond, via *Vancouver*, B.C.

The following hours will be observed in closing the Mails, &amp;c.—

10 A.M. Registry closes.

11.30 A.M. Post-Office closes, but Correspondence may be posted on board the Packet with *late fee* of 10 cents extra Postage, until time of departure.

Letters, Parcels, &amp;c., for Kowloon Point and steamer to be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m.

Letters for Kowloon Point may be posted in the Letter Box which has been placed in the Police Station Compound up to 12 and 4 o'clock.

Local rates will be charged.

To avoid robbery, senders of letters from Kowloon are requested to cancel their stamps by writing the word stamped across them.

Covers containing Bank Notes, Jewellery &amp;c. should be registered.

There will be no Sunday delivery.

MAILS BY THE HEAD MASTERS.—

THE HEAD MASTERS.—

Hongkong, August 16, 1893.

1447

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Chelydra* having

arrived from the above Ports, Con-

signees of Cargo by her are hereby informed

that their Goods will be delivered from

aboard.

Cargo impeding the discharge or tranship-

ment on board after the 21st instant, at

Noon, will be paid at Government's risk and

expenses to Godown or Dock Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, August 18, 1893.

1448

Cleared.

Gambia, for San Francisco.

Continental, for Iloilo.

VICTORIA HOTEL.

Col. Wm. L. Barr Mr. Alb. Laker

Mr. P. Burton Mr. H. Macmillan

Mr. James Datzal Mr. T. Macmillan

Capt. J. W. Nelson

Mr. F. B. Deacon Mr. K. Mounsey

Mr. F. East Mr. W. Ramsey

Mr. W. E. Van Eps Mr. H. W. Robertson

Mr. S. Forsyth Mr. A. E. Skoala

Mr. E. T. Hagen Mr. E. Tomlin

Mr. Thomas Howard Mr. Geo. L. Town

Mr. V. Kofod Mr. G. Stuart

Mr. B. Hynde

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Mr. F. B. Deacon Mr. Oscar Novak

Mr. F. East Mr. John Pender

Mr. G. Harman Professor Senn &amp; Vallet

Mr. G. J. M. Harman Mr. D. Smith

Mr. P. Hornet Mr. C. G. Stuart

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Mr. F. East Mr. John Pender

Lord Justice Clerk Braxfield, of Scotland, was a man of few words and strong business habits. In court his second wife, his procedure was entirely illustrative of the peculiarities of his character. Calling on the lady, he said to her, without preliminary remark: "Lizzie, I am looking out for a wife, and I thought you just the person that would suit me. Let me have your answer, 'Yes' or 'No,' the more, and say nae' about it." The lady, the next day, repeated in the affirmative. Perhaps he repeated his proposition, for when a butler gave warning of an account of Mrs. Braxfield's pecuniary propensities, the judge replied: "Lord, then, ye've little to complain o' ; ye may be thankful ye're no married to her."

The invention of the screw-propeller is claimed for several persons, says the English Mechanic, and lately the controversy of the birth of Joseph Hessel, who is credited by the Austrians with its invention, was debated in Austria by the invention of a monument at Maribor, where he lived when a student of forests, and the inauguration of memorial tablets in the various towns in which he stayed, and by a great commemorative festivity around his statue in front of the Polytechnic Institute in Vienna. His letters were erected in 1863, six years after he had died, in poverty and neglect, at an inn at Leibnitz. His claim to priority in the invention of the screw-propeller is disputed in England and elsewhere, but in Vienna it is supposed to be well established by various documentary proofs which have just been published. Hessel is said to have described his idea of using the Archimedean screw for the propulsion of ships as early as 1812. Some Americans assert that the first use of the screw-propeller was by Stevens, of Hoboken, who tried twin-bladed screws in 1804. The use of the screw was, however, suggested by many writers, even by Hooke as early as 1660.

A castle in the air, in the most literal sense of the word, is to be the sensation at the exhibition to be held at Antwerp next year. The plan is that of the engineer Tabiansky, and a company has already been formed for carrying it out. It consists of a raft twenty yards square made of bamboo and steel and aluminum hollow pipes, upon which a platform is to be built, and held suspended in the air at a height of 600 yards above the ground by a number of captive balloons. By means of a silken hose ascending from below, a monometer showing the condition of each balloon at all times, and a peculiar apparatus being used for directing the supply of gas to any single balloon. Powerful electric search-lights will be thrown every evening from the castle in the air on the exhibition grounds and by the aid of steam cranes it will be possible to haul down the whole structure in less than ten minutes.

A CORRESPONDENT writes as follows to the Shanghai Mercury concerning the cruelty of the cow:—In a paragraph from *Stearns' Times*, you mention in your issue of July 20th what you may think a strange circumstance concerning cows refusing to give birth accompanied by calf, alive or dead. It is not strange and may be witnessed in this port frequently, especially in the East. The cowkeeper slaps the dead calf's skin with straw and the four hamboos in the legs. Throwing it across his shoulder he marches off to the European house to be supplied with milk, followed by the simple-minded and confiding cow. Arrived at the house, he stands the calf on its bamboo prop alongside the mother, with head close to niddle and touching her belly, the tail part near the cow's head. She covers then refuses her milk, but remove the dummy and nor a drop will she give. Still, after all, we do the same in England, as many of your readers will perhaps know, only with sheep instead of cows. One ewe loses her lamb, another has twins, and cannot support both and live, and will waste, so we take the skin of the dead lamb, set it neatly round the living one, and the motherless ewe will suckle it and in a few days the skin is removed. With our dogsless ewes the calves are taken from the mother almost at birth, and through she fails for a day or two, cannot afford her milk for above a few hours, as owing to the large quantity she secretes, the pain is too intense. I have known them run after me to be milked, hollowing loudly all the time for their calves. If Chinese would let their cows alone they too would probably yield their milk after a day or two, but John looks on that day's milk as lost, or rather as so many cast lost, and hence the carting round of a stabled calf.

With reference to the duty of consuls in promoting the interests of trade, the New York Nation says:—When Mr. James Bryce was in the British Foreign Office, he maintained that it was the clear and constant duty of the Government, which holds in its hands the threads of a vast organization stretching over the world, to do all that it legitimately can to further the interests of our commerce.' Acting upon this view, he prepared a memorandum showing in what manner British trade might be assisted by her Majesty's diplomatic and consular officers. He discovered, by means of investigation and wide research, with boards of trade, that the information regarding commercial matters transmitted from abroad by these officers was not of the right kind; that it came too late, and that it was not published in an accessible and attractive form. His correspondents have written to the 'great assiduity displayed by the consular agents of the United States in sending home frequent and detailed reports of the movement of trade,' and recommended that 'the agents of the British Foreign Office take example from these American confidants.' Mr. Bayard, as Secretary of State, printed the memorandum and correspondence, and, in laying the pamphlet before our consuls, reminded them of their duty to work with increased diligence, inasmuch as the reforms about to be made in Great Britain were suggested by the series of reports begun under Mr. Evans in 1880. That the reports of our consuls have been freed from the defects mentioned by Mr. Bryce no one will maintain, but it is not, I think, quite true that, compared with similar publications of other governments, they are very creditable. In the November number of last year appeared a report by our consul at Piedras Negras on 'Mexican Trade and How to Secure It,' which gave details of the great assiduity displayed by the consular agents of the United States in sending home frequent and detailed reports of the movement of trade, and recommended that 'the agents of the British Foreign Office take example from these American confidants.'

## SUPREME COURT.

### IN ORIGINAL JURISDICTION.

*Before His Hon. Mr. Fielding Clarke, Chief Justice, and a Special Jury.*

*Friday, August 18.*

#### THE SIGNATURE OF THE 'TETARTOS.'

#### FAILURE OF THE CASE FOR THE CROWN.

The case was resumed at quarter to eleven o'clock.

Mr. Francis, cross-examined by Mr. Fielding, said—On the day on which the charter party was signed at Macao when I went over on the same steamer as Capt. Breitling I was not going for the express purpose of signing the charter party.

There was an expectation of the Brazilian Minister coming out here for the purpose of negotiating with the Chinese Government?

Do you remember the exact date when it was decided to send the ship to Singapore?

—On the 24th July, more or less.

The charter party for the ship to go to Singapore was signed on the 20th—Yes.

And when did you resolve to send the ship to Singapore before sending her to Macao?

When the charter party was signed on the 28th June had you the intention of sending the ship to Macao or to Singapore first?

It was my intention to send her to Macao first.

Had you on 23rd June instructions from your principals, and money, to enable you to send rice to Brazil?

About what date had Mr. Lavandera left for Singapore and Bangkok?

—The date. But he left about 4th or 5th July. It was by the English mail steamer Rosetta.

Has he not gone down there for the special purpose of buying rice?

—He went to see about the best market.

And when he left I had the intention of sending the Tetartos to Macao?

When the vessel was chartered on 28th June was it then certain you would be able to send emigrants from Macao to Brazil?

Yes.

It was certain on 28th June?—Yes.

Had you then positive instructions from your Company in Brazil to send coolies?

—It was for that purpose I came to China.

Had you instructions to send a ship with coolies?

—Yes, I had instructions.

When I came here for the purpose of emigration I was told that probably the British Government would allow me to make the emigration through Hongkong and I remained in Hongkong in order to arrange matters. I had instructions to make a trial of emigration with these matters were being arranged and decided.

His Lordship—To make a trial of emigration from somewhere in China while these negotiations were going on with the British Government?—Yes.

Why was it put in the charter party that if you did not send the steamer to Brazil you might use her on the coast?

—Because it might happen that there would be a regular line of steamers from Hongkong to Brazil, and if I did not use the Tetartos I could use her for bringing rice down the coast.

Mr. Francis—Rice which you would have by the regular steamers to Brazil?

Yes.

Had any treaty been made between Brazil and China about the creditability of the cow?—In a paragraph from *Stearns' Times*, you mention in your issue of July 20th what you may think a strange circumstance concerning cows refusing to give birth accompanied by calf, alive or dead. It is not strange and may be witnessed in this port frequently, especially in the East.

The cowkeeper slaps the dead calf's skin with straw and the four hamboos in the legs. Throwing it across his shoulder he marches off to the European house to be supplied with milk, followed by the simple-minded and confiding cow.

Arrived at the house, he stands the calf on its bamboo prop alongside the mother, with head close to niddle and touching her belly, the tail part near the cow's head. She covers then refuses her milk, but remove the dummy and nor a drop will she give.

Still, after all, we do the same in England, as many of your readers will perhaps know, only with sheep instead of cows. One ewe loses her lamb, another has twins, and cannot support both and live, and will waste, so we take the skin of the dead lamb, set it neatly round the living one, and the motherless ewe will suckle it and in a few days the skin is removed.

With our dogsless ewes the calves are taken from the mother almost at birth, and through she fails for a day or two, cannot afford her milk for above a few hours, as owing to the large quantity she secretes, the pain is too intense. I have known them run after me to be milked, hollowing loudly all the time for their calves.

If Chinese would let their cows alone they too would probably yield their milk after a day or two, but John looks on that day's milk as lost, or rather as so many cast lost, and hence the carting round of a stabled calf.

With reference to the duty of consuls in promoting the interests of trade, the New York Nation says:—When Mr. James Bryce was in the British Foreign Office, he maintained that it was the clear and constant duty of the Government, which holds in its hands the threads of a vast organization stretching over the world, to do all that it legitimately can to further the interests of our commerce.' Acting upon this view, he prepared a memorandum showing in what manner British trade might be assisted by her Majesty's diplomatic and consular officers. He discovered, by means of investigation and wide research, with boards of trade, that the information regarding commercial matters transmitted from abroad by these officers was not of the right kind; that it came too late, and that it was not published in an accessible and attractive form. His correspondents have written to the 'great assiduity displayed by the consular agents of the United States in sending home frequent and detailed reports of the movement of trade,' and recommended that 'the agents of the British Foreign Office take example from these American confidants.'

His Lordship—It is a peculiar position.

Mr. Francis remained standing.

His Lordship—Will you allow the question, and will give you an opportunity of putting any questions upon the subject?

The Attorney General said it was upon information he had received since the examination yesterday.

His Lordship—He said he would allow the questions, and allow Mr. Francis to cross-examine upon them.

Mr. Francis said it was contrary to the rules of procedure.

His Lordship begged Mr. Francis's pardon, it was constantly done.

Mr. Francis submitted, with all respect to your Lordship, that it is one of those things which is constantly refused to be done—

to allow material amendment in indictments or to allow the prosecution to amend their case as they go along.

Mr. Francis objected to new matter being introduced in re-examination.

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STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bill of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship RAVENNA, Capt. G. W. E. BROWNE, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, (connecting at Bombay with S.S. SHANNON, which vessel takes her cargo for LONDON, via SUZEE CANAL, leaving that port on the 23rd SEPTEMBER, 1893), on THURSDAY, the 1st August, at Noon, taking Passage and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcel will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

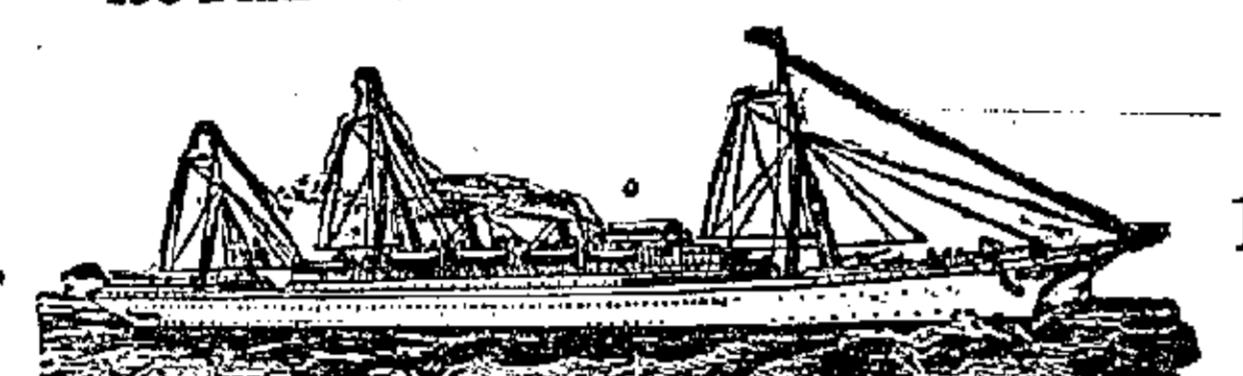
For further particulars, apply to

H. H. JOSEPH,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, August 17, 1893. 1436

1893.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.



1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.),  
Two SICKLE STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.  
EMPEROR OF INDIA.....6,000 Tons.....WEDNESDAY.....8th September.  
EMPEROR OF JAPAN.....6,000 do.....WEDNESDAY.....4th October.  
EMPEROR OF CHINA.....6,000 do.....WEDNESDAY.....1st November.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to load and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

EXCURSIONS TO JAPAN.—During the Summer months, sea trips can be made from Hongkong to Korea and back, occupying 13 to 14 days. Return rate \$75.00.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably housed by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent.

Hongkong, August 16, 1893. 1428

SHARE LIST—QUOTATIONS.—Aug. 18, 1893.

Stocks. Nos. of Shares. Value. Paid-up. Closing Quotations, Cash.

HANES. Hsinglong and Shanghai Bank Corp. 80,000 \$ 125 all 94 1/2 prem., sellers  
New Issue.

Bank of China, Japan and Straits, Ltd. 99,875 £ 10 1/2 1.15 50 cents, buyers  
£1,250 £ 12 1/2 120, sellers

National Bank of China, Limited. 10,000 £ 10 8.10 27, sellers

MARINE INSURANCES.

Canton Fire Insurance Co., Ltd. 10,000 \$ 250 5 \$112 sales and sellers

China Trade's Insurance Co., Ltd. 24,000 \$ 83,333 25 \$100, sales and sellers

North-China Insurance Co., Ltd. 5,000 \$ 10 5 100, buyers

Straits Insurance Co., Ltd. 30,000 \$ 10 5 20 \$11, buyers

Union Insurance Society Co., Ltd. 10,000 \$ 250 5 200, buyers

Yangtze Insurance Association, Ltd. 8,000 \$ 10 a 80, buyers

FREE INSURANCES.

China Fire Insurance Co., Ltd. 20,000 \$ 10 a 882, sellers

China Fire Insurance Co., Ltd. 5,000 \$ 25 100 \$100, sellers

Straits Fire Insurance Co., Ltd. 30,000 \$ 1 100 20 \$17

DOSES.

Hongkong & Whampoa Dock Co., Ltd. 12,500 \$ 125 all 72 % prem., sales

SHAMBOATS.

China and Manilla S. & Co., Ltd. 5,000 \$ 10 a 325, sellers

Double Steamship Co., Limited. 20,000 \$ 5 100 \$354, sales and sellers

H.K. & C. M. Steamboat Co., Ltd. 30,000 \$ 10 a 50 1/2 % prem., sellers

Indo-China S. & Co., Limited. 2,000 \$ 10 5 20 \$20, buyers

Steam Launch Company, Limited. 20,000 \$ 10 5 20 \$20, buyers

China Mutual S. & Co. 20,000 \$ 10 5 20 \$20, buyers

Do. (new issue) 20,000 \$ 10 5 20 \$20, buyers

REFINERIES.

China Sugar Company, Limited. 15,000 \$ 100 a 165, old

Luxon Sugar Co., Limited. 7,000 \$ 100 a 325, sellers

WHARVES.

H.K. & Kow. Wharf & Godown Co. 30,000 \$ 50 all 338, nom.

Wanchai Warehouse and Storage Company, Limited. 2,600 \$ 100 \$ 371 \$41 1/2

LAND AND BUILDING.

Hongkong Land Investment and Agency Company, Limited. 50,000 \$ 10 \$ 50,500, sales and buyers

Hongkong Land and Building Company, Ltd. 6,000 \$ 5 3 862, buyers

Humphrys' Estate & Finance Co., Ltd. 1,900 \$ 10 100 \$14, sellers

West Point Building Co., Limited. 12,500 \$ 5 40 223, sellers

TRANWAYS.

H.K. High-Level Tramways Co., Ltd. 1,200 \$ 10 all 367 1/2

MINING.

Jebele Mining & Trading Co., Ltd. 45,000 \$ 5 all 25.35, sellers

Punjum Mining Co., Ltd. 60,000 \$ 4 3 324, sales and buyers

Société Française des Charbonnages du Tonkin. 3,000 Fcs. 50 Fe. 500 \$75, sellers

The Balmoral Gold Mining Co., Ltd. 15,000 \$ 10 all 25 cents

New Imuria Mines, Limited. 17,000 \$ 10 1/2 100, nom.

Raab Ausl. Gold Mining Co., Ltd. 20,000 \$ 10 1/2 134, buyers

Société Française des Houillères du Tonkin. 8,000 Fcs. 500 \$ 37 nom.

PLANTING, ETC.

China Forest Company, Ltd. 7,500 \$ 10 5 51, buyers

H. G. Brown & Co., Limited. 6,000 \$ 50 all 38, sellers

Austin Arms Hotel and Building Company, Limited. 4,000 \$ 50 5 nom.

Hongkong Hotel Company, Ltd. 6,000 \$ 50 a 164, sales and buyers

3,000 lbs. issued. 10 a 100, nom.

DISPENSARIES.

A. B. Watson & Co., Limited. 60,000 \$ 10 all 310, sales and sellers

Dakin, Crookes & Co., Ltd. 50,000 \$ 5 all 314, buyers

DRUGGING.

H.K. and China Gas Co., Limited. 7,000 \$ 10 5 105, buyers

Hongkong Electric Co., Limited. 30,000 \$ 10 5 83, buyers

Green Island Cement Co., Ltd. 20,000 \$ 5 60 all 61, buyers

Hongkong Brick & Cement Co., Ltd. 4,000 \$ 10 15 12,500 \$3

MISCELLANEOUS.

Campbell, M. & Co., Limited. 1,200 \$ 10 all 84

Geo. Fenwick & Co., Limited. 6,000 \$ 25 25 215, sellers

Hongkong Bakery Company, Ltd. 6,000 \$ 50 all 65

Hongkong Dairy Farm Co., Ltd. 5,000 \$ 10 all 64, buyers

Hongkong Ice Company, Limited. 5,000 \$ 15 50 67, sellers

Hongkong Rope Manufactory Co., Ltd. 5,000 \$ 10 all 88, sellers

\* Founder's shares

LOANS.

Amount. Value. Interest. Quotation.

Chinese Imperial 1886 £ 767,200 £ 250 7% p. annu. 13% prem., buyers

DEBENTURES.

Hongkong Hotel Mortg. £ 400,000.00 £ 500 6, prem. £ 500

ge Debentures, 1893

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